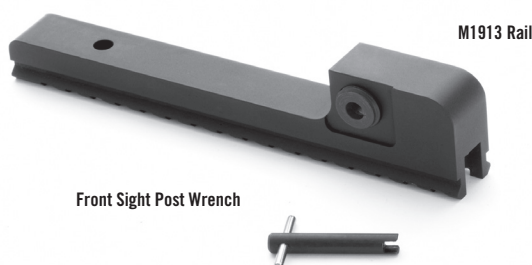


M1913 USG RAIL INSTRUCTIONS (FNH USA PRODUCT # 3819400120)

Consult your FNH USA owner's manual for full information on the safe handling and operation of your FN firearm. If you do not have an owner's manual, you may request one at no charge from:

FNH USA
P.O. Box 9424
McLean, VA 22102
(855) 536-4872 or customerservice@fnhusa.com

This package includes the PS 90 M1913 rail (FNH USA Product # 3819400120) and front sight post wrench (FNH USA Product # 9350033B).



In order to install the M1913 rail, you **MUST** also purchase the PS90 Sight Adjustment Tool (#3058490010) to remove the factory sight and install the M1913 rail. If you have purchased your PS90® with the M1913 rail already installed, this Sight Adjustment Tool is included with the carbine.

REMOVAL OF THE FACTORY OPTICAL SIGHT ASSEMBLY

Verify the firearm is completely unloaded and the magazine is removed before performing any of the following procedures.

Locate the threaded elevation adjustment bushing on the upper rear of the factory optical sight assembly, just behind the rear sight window (Figure 2). Use the 3mm Allen wrench to remove the countersunk hex socket locking screw from the center of the elevation adjustment bushing and put it aside.

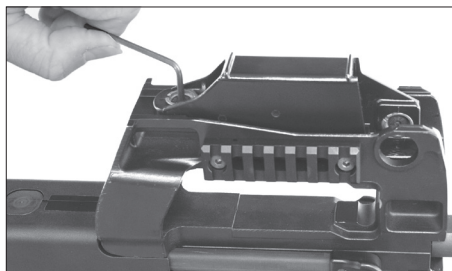


FIGURE 2
Removing the countersunk hex socket locking screw from the elevation adjustment bushing.

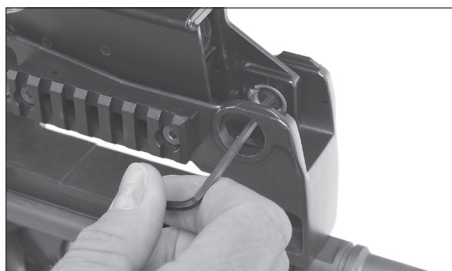


FIGURE 3
Removing the countersunk hex socket locking screw from the windage adjustment bushing.

Locate the threaded windage adjustment bushing on the right front of the upper receiver/barrel support assembly, below the front sight window (Figure 3). Use the 3mm Allen wrench to remove the locking screw from the center of the adjustment bushing and put it aside.

The factory optical sight assembly can now be removed from the upper receiver/barrel support assembly. Store the factory optical sight assembly in a cool, dry, dust-free location.

INSTALLATION OF THE M1913 USG RAIL

Verify the firearm is completely unloaded and the magazine is removed before performing any of the following procedures.

Insert the M1913 USG Rail into the top of the upper receiver/barrel support assembly, with the front post of the emergency backup iron sights toward the muzzle end of the firearm (Figure 4).



FIGURE 4
Insert the M1913 USG rail into the top of the upper receiver.



FIGURE 5
Insert the locking screw into the rail adjustment bushing.

Align the hole located at the top rear of the rail insert with the matching hole in the upper receiver/barrel support assembly. Insert the locking screw you removed from the factory optical sight using the 3mm Allen wrench. Do not tighten the locking screw yet, to allow for final adjustments to the rail section.

ADJUSTMENT OF M1913 USG RAIL FOR ZEROING THE EMERGENCY BACKUP IRON SIGHTS

It is critical to adjust the M1913 USG Rail into exact alignment with the barrel of the firearm. This zeros the emergency backup iron sights built into the rail and allows use of the full range of internal adjustments in aftermarket optical or electronic sighting systems. All zeroing of the emergency backup iron sights and the optical or electronic sighting system should be conducted at a suitable range facility, using the same type of ammunition intended for actual use.

Verify the firearm is completely unloaded and the magazine is removed before performing any of the following procedures.

Insert the PS90 / P90 Sight Adjustment Tool (FNH USA Product # 3058490010) through the access hole located at the right front side of the M1913 rail, aligning the two teeth on the end of the adjustment wrench shaft with the



FIGURE 6
Insert the Sight Adjustment Tool into the rail adjustment bushing.

matching notches in the threaded rail adjustment bushing (Figure 6). Looking down at the top of the rail, carefully center the M1913 rail between both walls of the upper receiver/barrel support assembly.

Using the 3mm Allen wrench, insert the locking screw you removed from the factory optical sight through the access hole located at the right front side of the

rail, then through the center of the threaded rail adjustment bushing and into the matching threaded hole in the left side of the upper receiver/barrel support assembly (Figure 5). Do not fully tighten the locking screw yet, to allow for final adjustments to the rail section.

matching notches in the threaded rail adjustment bushing (Figure 6). Looking down at the top of the rail, carefully center the M1913 rail between both walls of the upper receiver/barrel support assembly.

Fire an initial zeroing group using the emergency backup iron sights. Using suitable eye and hearing protection, load and fire three to five rounds from a stable, supported firing position at a clearly defined aiming mark on a target backing large enough to register all hits. Take your time and concentrate on the careful aiming and precise firing of each shot. Make sure your head is in the same position on the stock for each shot. Make sure the front sight is centered in the aperture in the rear of the rail, and both are exactly the same position in relationship to the aiming mark for each shot.

Upon completion of every group fired, verify the firearm is completely unloaded and the magazine is removed before performing any adjustment procedures.

ADJUSTING FOR WINDAGE / HORIZONTAL CORRECTION

Locate the center of the fired group on the target. Carefully measure the horizontal distance from the center of the fired group to the center of the aiming mark. Record this measurement for reference.

Windage (horizontal) adjustments to point of bullet impact are made by turning the rail adjustment bushing clockwise or counterclockwise, thus pivoting the entire rail around the rear rail mounting screw.

Using the 3mm Allen wrench, slightly loosen the countersunk hex socket locking screw in the threaded rail adjustment bushing. If the first group fired impacts

to the right of the aiming mark, insert the Sight Adjustment Tool through the access hole located at the right front side of the M1913 rail (Figure 7), and turn the rail adjustment bushing clockwise to move the point of bullet impact to the left. If the center of the group impacts to the left of the aiming mark, use



FIGURE 7
Use the 3mm Allen wrench and the sight adjustment tool to lock the windage adjustment bushing in place.

the Sight Adjustment Tool to turn the rail adjustment bushing counterclockwise to move the point of bullet impact to the right.

Each 90-degree (quarter turn) of rotation of the rail adjustment bushing with the Sight Adjustment Tool moves the point of bullet impact about 9.5" / 24cm (19 MOA) at a distance of 50 meters. By a process of trial and error, continue to shoot three to five shot groups to refine the sight adjustments until the center of the group fired is exactly aligned horizontally with the aiming mark.

Upon completion of every group fired, verify the firearm is completely unloaded and the magazine is removed before performing any adjustment procedures.

When the group is horizontally aligned with the aiming mark, insert the Sight Adjustment Tool into the rail adjustment bushing, being very careful not to rotate the adjustment tool or bushing. Insert the 3mm Allen wrench through the hole in the center in the adjustment wrench shaft and into the locking screw. Use the Sight Adjustment Tool to prevent any movement of the rail adjustment bushing while tightening the locking screw to maintain this adjustment.

After you have tightened the locking screw in the rail adjustment bushing, also tighten the locking screw located at the top rear of the rail to prevent any further rail movement in the upper receiver/barrel support assembly.

ADJUSTING FOR ELEVATION / VERTICAL CORRECTION

Locate the center of the last fired group on the target. Carefully measure the vertical distance from the center of the group to the center of the aiming mark. Record this measurement for reference.

Insert the front sight post wrench (FNH USA Product # 9350033B) over the front sight post of the emergency backup iron sights, carefully mating the flats on the front sight post with the flats on the shaft of the front sight post wrench (Figure 8). Turning the front sight post wrench clockwise lowers the front sight

post and raises the point of bullet impact. Turning the front sight post wrench counterclockwise raises the front sight post and lowers the point of bullet impact.

Each 90-degree (quarter-turn) of rotation of the front sight post with the front sight post wrench moves the point of bullet impact about 3" / 7.5cm



FIGURE 8
Adjust the front sight post elevation using the front sight post wrench.

(6MOA) at a distance of 50 meters. By a process of trial and error, continue to shoot three to five shot groups to further refine the front sight post sight adjustment until the center of the group fired is exactly aligned vertically with the aiming mark.

Upon completion of every group fired, verify the firearm is completely unloaded and the magazine is removed before performing any adjustment procedures.

Do not remove the front sight post from the M1913 USG Rail. Reinstallation of the front sight post may seriously damage the threads in the aluminum rail body.

INSTALLATION OF AFTERMARKET OPTICAL OR ELECTRONIC SIGHT SYSTEM ON THE M1913 USG RAIL

Verify the firearm is completely unloaded and the magazine is removed before performing any of the following procedures.

Follow the manufacturer's installation instructions as supplied with the optical or electronic sight system. Make sure that all mounting rings or other mounting devices are fully compatible with US/NATO Mil. Std. M1913 base rails.

After initial installation, follow the manufacturer's adjustment and zeroing instructions supplied with the optical or electronic sighting system or other accessory at a suitable range facility, using the same type of ammunition intended for actual use. Note these zero adjustments in your owner's manual for future reference.

Upon completion of every group fired, verify the firearm is completely unloaded and the magazine is removed before performing any adjustment procedures.

Remember that any time an optical or electronic sighting system is removed from and/or reattached to the firearm, the zero should be re-verified at a suitable range facility, using the same type of ammunition intended for actual use.